

CLASSIFICATION SECRET 25X1
 SECURITY INFORMATION 25X1
 COUNTRY East Germany REPORT NO. 25X1
 TOPIC Doeberitz Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1
 DATE OF CONTENT 27 March to 2 May 1953
 DATE OBTAINED 25X1 DATE PREPARED 9 June 1953
 REFERENCES
 PAGES 5 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto
 REMARKS

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1. The following air activity was observed at Doeberitz airfield between 28 March and 22 April 1953:
- 28 March: Between 10 a.m. and 1 p.m., take-offs and landings were made by Il-10s which remained aloft for about 30 minutes.
 - 31 March: In the afternoon, formation flying by up to 9 Il-10s was practiced.
 - 1 April: There was formation flying in the morning and individual flying in the afternoon.
 - 4 April: Between 10 a.m. and 3 p.m., there was air activity by Il-10s which made flight of about 20 minutes.
 - 7 April: Formation flying was practiced in the afternoon.
 - 8 April: In the late morning, individual and formation flying was practiced.
 - 13 April: Between 8 and 7 p.m., individual Il-10s circled the field.
 - 14 April: Between 10 a.m. and 1 p.m., aircraft flying individually and in formations of two were observed.
 - 18 April: Between 8 a.m. and 11 a.m., 8 Il-10s practiced formation flying for about 30 minutes.
 - 20 April: Between 5 p.m. and 6 p.m., local flights were made.
 - 22 April: There was no air activity between 6 p.m. and 7 p.m.

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3. The following observations were made at the field between 29 March and 2 May:
- 29 March: Between 10:30 a.m. and 1 p.m., there was no air activity. About 55 Il-10s were parked in the northern and southern sections of the field.

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5 April: Between 9 a.m. and 1 p.m., no air activity was observed. There was a 7/10 overcast at an altitude of about 800 meters.

11 April: Between 4 p.m. and 7 p.m., no air activity was observed.

12 April: Between 10:30 a.m. and 12:20 p.m., there was no air activity. The sky was 2/10 overcast. No aircraft were parked in the northern section of the field, while about 25 aircraft were parked in front of the closed hangars in the southern section.

19 April: Between 10:30 a.m. and noon, no flights were made.

26 April: Between 9:30 a.m. and noon, there was no air activity. The sky was 2/10 overcast.

2 May: Between 10:30 a.m. and 1 p.m., there was no flying.¹

4. AA guns were observed in the gun emplacements in the southwestern corner of the field and south of the fuel dump. Soldiers were occasionally being trained on the guns. The two AA gun emplacements had a telephone connection consisting of five white wires fitted on insulators on inner side of the fence.³ On 2 May, a broom antenna about 3.5 meters high was observed in the center of the northern battery. South of this emplacement, a dugput, 4 meters square, was completed and another one was under construction.

5. On 11, 12, and 26 April, four railroad tank cars each were observed on the spur track to the fuel dump.

6. On 29 March, a sentry wearing red-bordered black epaulets and armed with a submachine gun was observed on the high lookout post in the southwestern corner of the fenced-in area in the northwestern corner of the field. Another sentry was posted in the northeastern corner of the same area and 15 soldiers wearing red-bordered black epaulets and carrying spades were observed on the eastern edge. Fire fighting equipment such as fire extinguishers, spades, axes, and hooks were fastened on red-painted walls at three points of the fenced-in area. Truck [REDACTED] with a red Soviet star aft of the number was parked between the fence and Heer Strasse in front of the dump.⁴

7. Earth work and new motor vehicle tracks were observed on the hill 400 to 600 meters west of the field, beyond the Priort-Wustermark railroad line. Formerly a radio installation had been observed on this hill.

8. Trucks [REDACTED] were observed at the field.

9. On 9 April at about 10:30 a.m., 6 Il-10s were counted near the repair hangar at the field. On 20 April, 22 Il-10s with black numbers were observed in front of the hangars.

10. On 9 April, [REDACTED] was identified in the guard book in the headquarters building in the former NSKK Kaserne.⁵

11. On 20 April, a locomotive with three flatcars with sideracks, each loaded with four wooden boxes, 2.2 meters long, 1.4 meters wide and 1.6 meters high, were observed at the loading ramp of the spur track on the northern edge of the field. Soldiers wearing black-bordered blue epaulets were ready for unloading.⁶

12. The northwestern corner of the field was surrounded by a board fence, about 2.2 meters high. One watchtower each, occupied by sentries, was located in the southwestern and northeastern corners of the area. Four bunkers with fire fighting equipment and five fuel containers were observed in the fenced-in area.⁴

13. The following observations were made at the field between 2 and 28 April:
2 April: Between 8 p.m. and 11 p.m. AA guns practiced aiming at Il-10s which flew in the beams of searchlights.

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7 April: At 10 a.m., 15 to 20 Il-10s with red and/or orange propeller hubs took off at intervals of about 1,000 meters. The weather was fair. The aircraft which were fitted with one bomb each individually headed west and, without bombs, returned after about 30 minutes for landing. After the landing, the planes taxied to their dispersal areas for refueling and picking up new bombs. The bombs, each about 1.2 meters long and 30 to 35 cm in diameter, were packed in crates in which they were trucked to the aircraft and transloaded on small carriages by four men each. On these carriages the bombs were carried underneath the planes to which they were fastened by means of a lifting device. This procedure took 15 to 20 minutes for all planes. Subsequently, the Il-10s again took off. The last Il-10 returned from the second flight at 12:15 p.m. At 12:30 p.m., 12 Il-10s and 4 Po-2s were counted in front of the repair hangar on the eastern edge of the field and 48 Il-10s in front of the hangars in the southern section. Night flying started at 7:30 p.m. The direction of take-off was not marked by lights. At the western edge of the airfield there was a searchlight which rotated when a plane began taxiing at the take-off point and was switched off when the plane became airborne. The aircraft which were observed aloft were fitted with five position lights each, a green and red one at the wing tips and at the leading edges of the wing roots, and a white one at the empennage. The Il-10s which took off individually circled the field several times in the beam of searchlights. Aiming practices with the AA guns emplaced on the edge of the field was observed. A green ground signal gave permission to land and the searchlight was switched off. If the plane was not to land, a red ground signal was fired and the plane zoomed away. Air activity continued until 11:30 p.m.

9 April: There was the same air activity as observed on 7 April. The weather was fair.

10 April: After 10:15 a.m., 10 flights of three Il-10s each took off, immediately assembled to a group wedge of 27 planes while the three planes of the tenth flight flew individually in front of or aft of the formation. The group wedge widely circled over the field at an altitude of 400 to 500 meters before heading east. Later, the 30 planes flying in line abreast formation crossed the field from east to west, turned to the south and came in for landing flying in flights of three. At the landing, the distances between the individual flights were considerably larger than at the take-off. Source observed that the three planes of one flight taxied to their dispersal areas while the next flight touched ground. All the planes landed until about 11:15 a.m. Subsequently individual flights were made by about 12 Il-10s.

11 and 12 April: No air activity was observed.

13 April: Between 10 a.m. and 12:30 p.m., about 20 Il-10s with bombs took off twice. There were no clouds. Night flying was conducted after 7:30 p.m.

15 April: Between 10:15 a.m. and 11 a.m., four diving attacks each were made by individual planes at a ground target, probably located on the troop training grounds about 1,000 meters south of the field. After 7:30 p.m., there was night flying.

16 April: Individual Il-10s circled the field.

20 and 23 April: Air activity was conducted by individual planes.

21 and 24 April: There was formation flying.

20 and 28 April: Fifty-four Il-10s were counted at the field.¹

14. On the days preceding 15 April, individual soldiers were observed at the windows of buildings Nos 6 and 7. On 7 April, two trucks [REDACTED] with drivers wearing black-bordered blue epaulets were parked in front of building No 18, outside the fence. On these trucks, six officers had arrived who entered building No 19.

15. [REDACTED] the NSKK Kaserne and determined that buildings Nos 79 and 81 were unoccupied, building No 78 was occupied, the kitchen in building No 80 was not used while the kitchen in building No 82 was in operation.

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16. [] the following observations at the Kraftfahrlehr Kaserne: Buildings Nos 54 to 56 were unoccupied; building No 54a was occupied; building No 57 quartered female Soviets in uniforms; buildings Nos 58 and 61 were occupied by soldiers; building No 59 housed a headquarters; and the kitchen in building No 60 was in operation.

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17. At about 8 p.m. on 10 and 13 April, [] that the following buildings were lighted: Nos 2, 3, 4, 5, 6, 7, 18, 19, 43, 57, 58, 60, 61, 82, 86c, and 86d. At the same time the following buildings were partly lighted: Nos 8, 9, 10, 11, 13, 20, 28, 29, 32, 54a, 59, and 78. Buildings which were not lighted included: Nos 33, 44, 54, 55, 56, 79, 80, and 81.

18. At 8:25 a.m. on 10 April, BMW sedan [] occupied by Lieutenant Colonel Kazavitski (fnu) left the Kraftfahrlehr Kaserne and proceeded on highway No 103 to the east. At 8:30 a.m., newly painted tank trucks [] left the barracks installation toward the airfield. Between 8:35 a.m. and 8:40 a.m., a detail of 6 officers and 218 men with black-bordered blue epaulets marched from the Kraftfahrlehr Kaserne to the airfield on highway No 103. They were followed by five trucks [] each occupied by about 20 soldiers wearing black-bordered blue epaulets, and bus [] with about 30 officers.

19. On 6 April, a German employed at the field stated that, by order of Lieutenant Colonel Kazavitski, soldiers from building No 61 which was occupied beyond capacity moved into building No 58 which was previously unoccupied. According to informant, preparations for the transfer of Unit Kazavitski continued. It was rumored that it was intended to employ German workers or contract German firms for maintenance work on the barracks installations.

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20. Between 7 p.m. and 10 p.m. on 16 April, local flights were made by Il-10s. Night flying still continued after 10 p.m. At 2:20 p.m. on 17 April, formation flying was practiced by 5 Il-10s which landed at about 2:40 p.m. Subsequently, 7 Il-10s flew in formation.

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21. On 28 April, soldiers wearing black-bordered blue epaulets unloaded crated bombs from 6 boxcars at Dallgow-Doberitz railroad station. The wooden crates, each about 100 x 40 x 40 cm, were stored on the loading ramp. It appeared that the bombs were drop-shaped.

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22. About 11 a.m. on 29 April, soldiers wearing red-bordered black epaulets were handling crated bombs at Dallgow-Doberitz railroad station. There were two sizes of crates, one type 100 to 110 x 80 to 90 x 25 cm, the other type 75 x about 30 x about 30 cm. Piles of such crates were observed through the open gates of a dump at the western end of the railroad station south of the railroad line. [] a location sketch of this dump.

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23. Between 27 and 29 April, bombs and aircraft engines were unloaded at Dallgow-Doberitz railroad station and hauled away on trucks.

- 25X1 1. [] Comment. Doberitz airfield is still occupied by a ground attack regiment which is equipped with 55 to 60 Il-10s. The training followed the usual pattern and covered the scheduled exercises for ground attack regiments.

- 25X1 2. [] Comment. The following truck [] observed at the airfields mentioned:

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Finsterwalde
Schoenwalde
"
Stendal
Werneuchen
Jueterbog
Staaken
Stendal
Schoenefeld
Jueterbog
Stendal.

These trucks probably picked up engines at the Doeberitz repair shop.

- 25X1 3. [] Comment. Doeberitz airfield is believed to be occupied by three batteries of 6 x 37-mm guns each which are located at the southwestern corner, the northwestern edge and the southeastern corner of the field.
- 25X1 4. [] Comment. An ammunition and fuel dump which is particularly protected is located in the northwestern corner of the field.
- 25X1 5. [] Comment. [] belongs to the OATB of the ground attack regiment.
- 25X1 6. [] Comment. The crates which contain aircraft engines have no standard measures. According to previous observations, their measures differ slightly.

- 25X1 7. [] Comment. Lieutenant Colonel Kazavitski is the chief of the OATB []
- 25X1 [] previously reported preparations for the transfer. []
- 25X1 No indications have been reported []
- 25X1 9. [] Comment. From the reported sizes of the crates it is inferred that FAB-50 and FAB-100 type bombs and fragmentation bombs were packed in these crates. The crates with the width of 80 to 90 cm probably contained two FAB-50 type bombs each, probably packed side by side. For location of bomb dump, see Annex.

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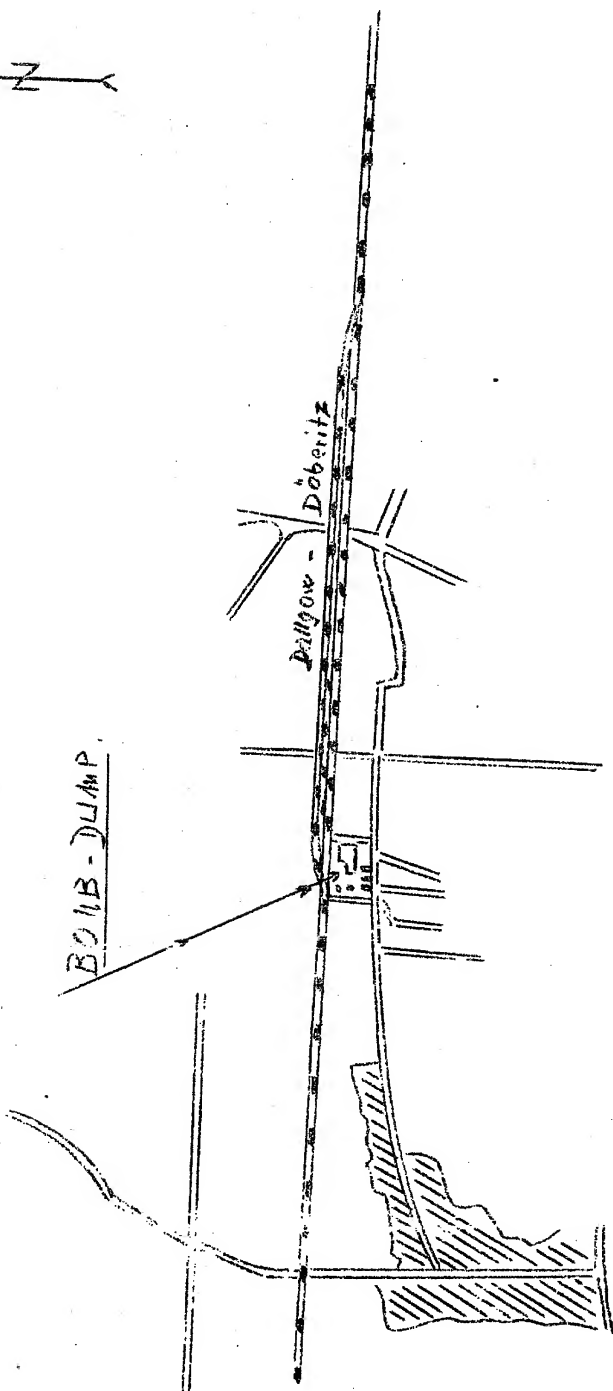
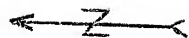
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Annex

Bomb Dump at Doeberitz



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